DEWAN'S REPLY: Mr. Eravi Govindan, Vazhur is equidistant from three police charging stations—Pampadi, Karukachal and Kanjirapalli. Consequently it is within easy access of these three stations. Furthermore, yours is one of those fortunate *pakuthies* where crime is light. A special police station all to yourself is therefore not really necessary.

2. In further pursuance of your laudable desire to make Vazhur an official centre, you ask for the establishment of a Magistrate's court at Karukachal. May I tell you that the Munsiff at Changanachery is going to be invested with magisterial powers, and you will then be within easy reach of a Magistrate ?

3. And lastly, in regard to the Anchal office at Vazhur, I think that what you want is that it should be made permanent. It is not sufficiently paying at present. You may, however, argue the point with the Anchal Superintendent after the Assembly is over.

134. Needs of the Changanachery Town.

MR. CHACKO MATTHEW (*Member, Municipal Council, Changanachery*) said that the Puvakattu *chira* was the only tank accessible to all classes of people, but that it had to be repaired and improved for use. It was in a most insanitary and otherwise unsatisfactory condition now. The matter had been repeatedly brought before the Assembly. The Municipal Council which had not enough money to acquire lands for a carriage stand could hardly find funds for improving this big tank.

A canal should be constructed along the Kusakkudi *punja* lands near the market. The facilities for boats which brought most of the merchandise to the market were inadequate. The necessity for this canal had been urged repeatedly in the past. The Chief Engineer had visited the place and promised to get an estimate prepared, but nothing further appeared to have been done.

The premises of the T. B. should be converted into a public park or recreation ground. The matter was long under correspondence, but it now transpired that the T. B. could not be handed over to the municipality until a suitable place was found for the use of travellers and others.

The place east of the market was narrow and should be widened. The present Chief Engineer admitted the necessity for this work when he was Executive Engineer at Kottayam. Some land to the south had to be acquired. The Changanachery Municipality could not undertake this work.

Permission should be given to the municipality to levy tolls at least on the Vazhur road. The roads in the town were being watered by the municipality. The sources of income were limited and the sanitary needs of the town great. The permission to levy tolls, applied for by the Municipal Council, if granted, would enable them to improve their resources substantially.

DEWAN'S REPLY: Mr. Chacko Matthew, your first point is one which you should carry to your Municipality and not to this Assembly : it is the Municipality that should repair the Puvakattu *chira*.

2. Your next point is about the construction of a canal along the Kusakkudi *punja* near the market. As you say, at the request of the local authorities, an estimate was called for. I think it would have been more to your happiness if an estimate had not been called for, for then you could still have been hoping. The estimate is for Rs. 85,000. The traffic does not justify that expenditure and there are other pressing needs on the public purse.

3. Then you want the premises of the T. B. being converted into an open place of public resort. That was the intention at one time, the idea being to transfer the T. B. to the camp-shed. But the camp-shed is going to transform itself into a school, Government having made a free gift of it to the school authorities. So, there is no place for the travelling public and touring officers to go and rest except the T. B. That being the case, the T. B. will have to remain a T. B.

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4. Regarding the establishment of municipal tolls, you see that yours is not one of the major municipalities, nor is it at the top of the minor municipalities. Consequently, it is against the principle followed in such cases to allow you to open a toll gate on the road. Further, if you did open a toll gate at Changanachery, the travelling public will have to suffer from three toll gates between Kottayam and Tiruvalla, in a distance of 18 miles, that is, they will have to pay a toll roughly for every six miles. I do not think you yourself wish to inflict it upon the public. As I told you, there are waterways and the Government will raise no sort of objection to your levying tolls on your *vallams*.

135. Needs of Changanachery town.

MR. ITTIYAVIRA TARIAN (*Member, Trading Classes, Changanachery*) suggested the opening of a canal directly connecting Changanachery and Alleppey towns. Hill produce to the value of Rs. 50 lakhs passed through Changanachery for shipment at Alleppey annually. The proposed short cut would facilitate transport as the distance would be reduced by about eight miles. As the proposed canal passes through *Kandukrishi* lands, the cost of compensation would not be high ; and the expenditure might be recouped in part by the auction sale of portions of the present canal which would then become useless. The construction of the canal would also not be an expensive proposition as it would pass mostly through *punja* lands. Medical relief would be within easier reach of the people inhabiting the region between Alleppey and Changanachery. Changanachery was fast becoming an educational centre and the people of Kuttanad should be given easy access to the place. The work should be taken up at once and the usual plea of want of funds should not stand in its way.

Changanachery possessed a very busy and well-known market. The Changanachery-Cherukara *todu* carried the lion's share of the traffic, which was from Ernakulam and Cochin. The *todu*, ten miles long, was narrow, shallow and full of bends. Steam boats could not ply, boats could not use their sails and big *vallams* were often stranded. The cost of acquiring new lands would be counterbalanced by the receipts from the sale of the abandoned portions ; and the direct and indirect advantages that would accrue to the trade of the country would justify the expenditure.

The Changanachery-Vazhur road was in a deplorable condition. It should be repaired and metalled wherever necessary. The bridges at Kannod, Perumpanachi and Kunipalli should be strengthened, and the road rendered fit for motor traffic.

A shed should be constructed at the market landing. The Magistrate's court at Changanachery should be re-established. About 40 separate representations had been made in the matter ever since the abolition of the court. A public recreation ground should be provided in the heart of the town.

DEWAN'S REPLY: Mr. Ittiyavira Tarian, I am given to understand that the canals you propose are already covered by natural waterways ; all that is required is to link them up by cutting the intercepting bits of land. The Chief Engineer has called for a plan and statement of the area. He will, after the receipt of it, consider the question of a canal.

2. Then you turn to the Changanachery-Vazhur road. It is only between the 6th and 9th miles that the road is somewhat difficult. The question of recoating it with metal has already been taken up.

3. In regard to the establishment of a Magistrate's court at Changanachery, if you had listened to what I had said in reply to a previous representation, you will find your request for a Magistrate's court superfluous. Nevertheless, I will take the trouble of repeating the reply I have given and, that is, that the Government have ordered that the Munsiff at Changanachery be invested with magisterial powers.

4. In regard to the public recreation ground that you require at Changanachery, I would refer you to the reply that I gave to the previous Member.

136. Needs of the Kottayam taluk.

MR. KORA OUSEPH (*Member, Kottayam taluk, Group II*) said that the ryots in Kottayam taluk suffered from drought, floods, scarcity of manure and cattle trespass. Cattle pounds should be established in each *pakuthi*. Owners of trespassing cattle should be punished. There were no grazing grounds.

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